



Continuous Integrated Logistics CILS & CILS TAT

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CILS

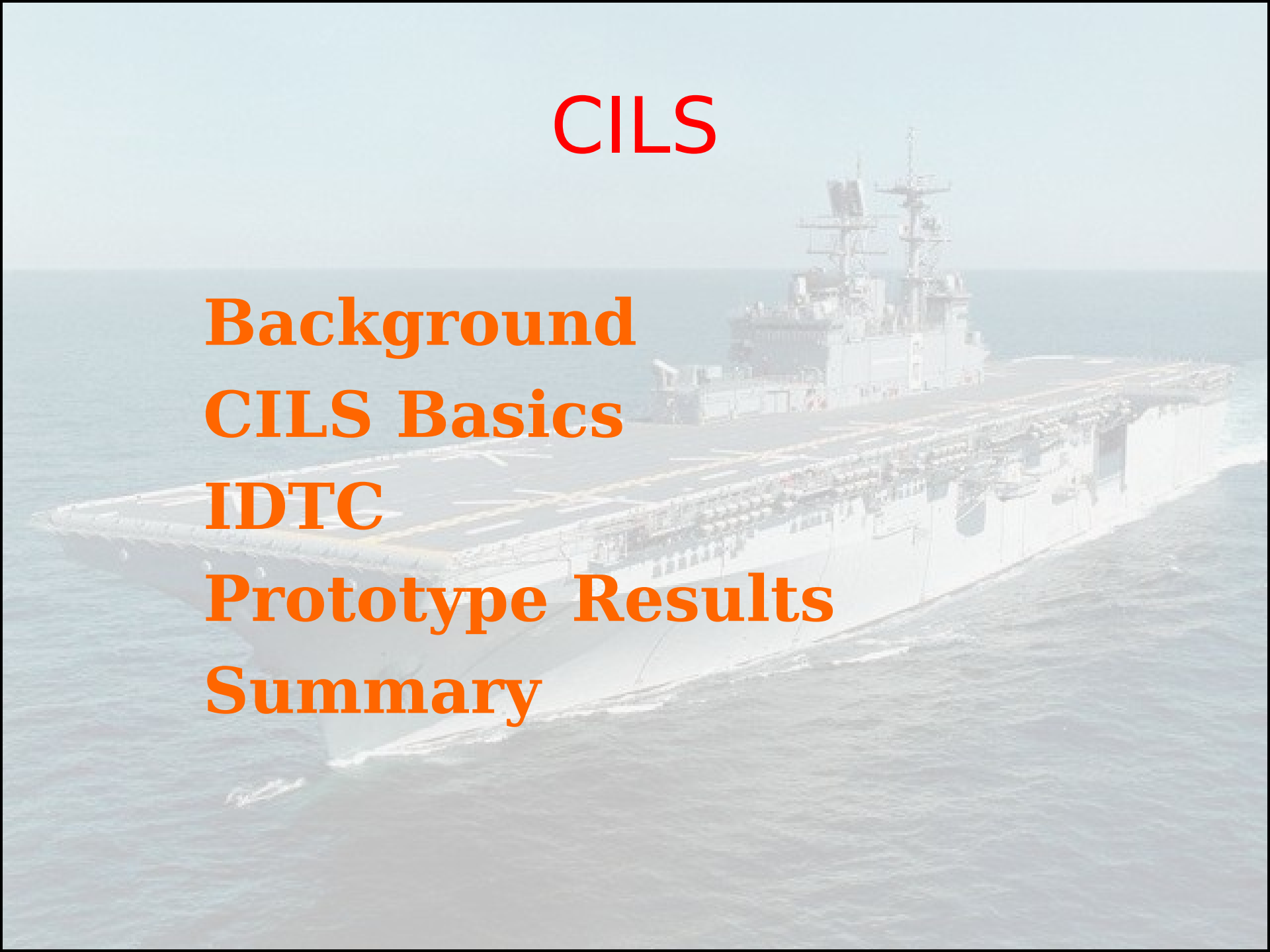
Background

CILS Basics

IDTC

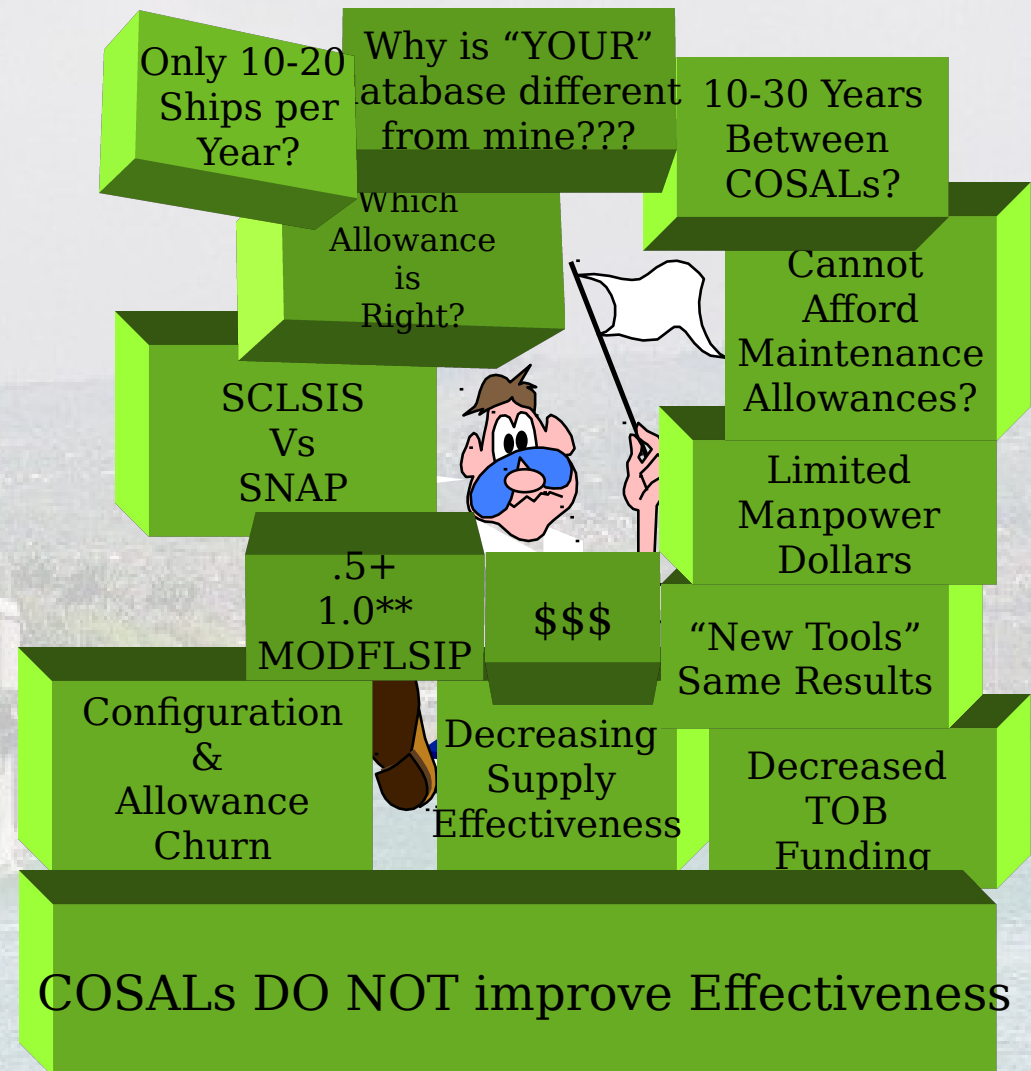
Prototype Results

Summary



Why do we need CILS?

- Limited “COSAL” Funding
- Configuration Accuracy Concerns
- Impact of .5+ on Supply Effectiveness Concerns
- Supports PAC’s Continuous Maintenance
- Human Resources Reduction

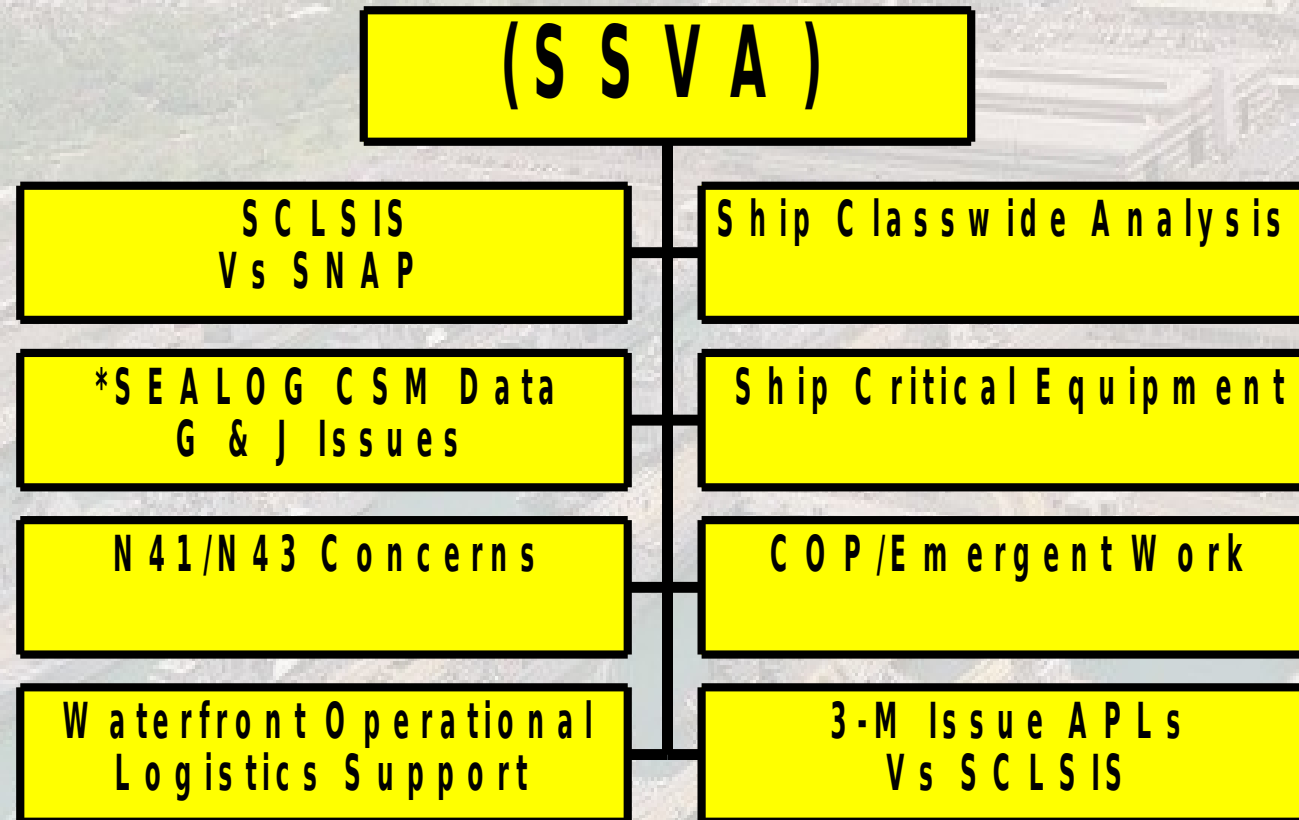


CILS Basics

- Two Options
 - CILS
 - CILS WITH TAT
- ALL ships get CILS, **NOT ALL ships get CILS WITH TAT**
- TYCOM decision on whether ship will receive the TAT phase



CILS Configuration Phase



* Mandatory for TAT;
optional for normal CILS

CILS with TAT Timeline

SSVA Starts Start of Avail Complete SSVA End of Avail
Receive/Process TAT



SOA -1 SOA SOA to NLT +2 EOA
EOA +2

SOA/EOA can be any timeframe, not dependent on being in avail



Inter-Deployment Training Cycle (IDTC)

- CNO initiative to reduce shipboard workload
- CILS supports the initiative by eliminating large offloads/inventories by MSAT (sailors)
 - TYCOM fund COSAL refreshment Teams for offload
- Reduces manpower and shipboard time required for validations
- CINCPACFLT 0111729Z MAR 99
 - ALPACFLT message containing CILS

Prototype Results

	Validations	Adds	Deletes
USS JOHN YOUNG (DD 973)	2,580	201	845
USS REUBEN JAMES (FFG 57)	2,841	175	95
USS TARAWA (LHA 1)	3,224	311	514
USS SALT LAKE CITY (SSN 716)	3,243	247	121

	TOB \$ Drop \$	AT6 L/I	AT6 \$ Value \$	DLR AT1/6 L/I
USS JOHN YOUNG (DD 973)	\$740,000	763	\$408,621	73
USS REUBEN JAMES (FFG 57)	\$470,000	653	\$821,000	86

Prototype Results

6 months after EOA

Statistical Summary

DD-973 USS JOHN YOUNG 20599

04/28/99

CDM: INGALLS

Site: FTSCPAC 402

COSAL

Product: N

Record

Type

(2)

(4)

Total Records - Ship's Extract:

20705

2265

Total Records - SCLSI Download:

20645

2254

Records with RIN and Data Matches:

20366

1521

RIN Matches with Data Discrepancies:

280

Summary

- Concentrating on surgical approach allows us to use SVT and LMS assets more efficiently
- SVT critical to support the CILS TAT requirements
- SVT experience & knowledge assists in training LMS personnel to the misunderstood critical job of validating
 - Simply reading nameplates is not validation criteria
- Better utilizes manpower and outfitting dollars
- TYCOM has the latitude to mix and match based on Fleet
- CDM coordination and their expediting of validations critical to timely TAT product